

BookletChart™

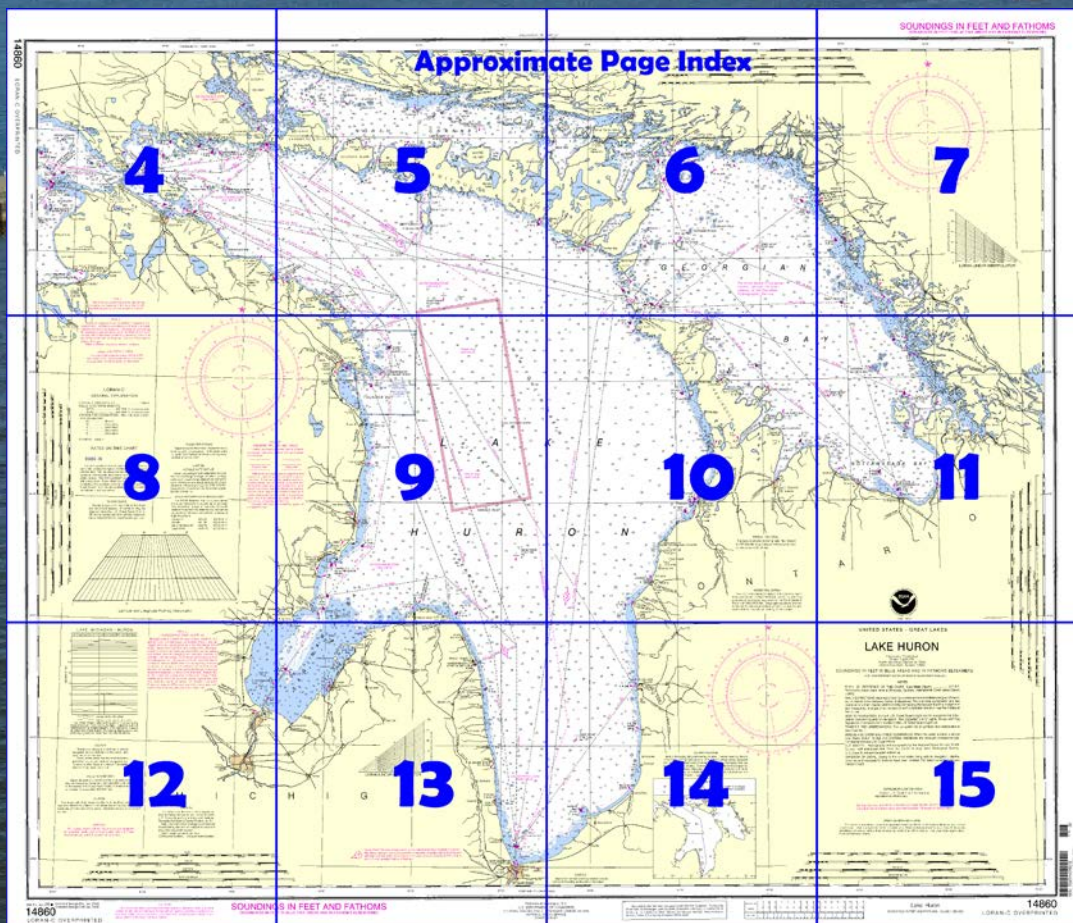
Lake Huron NOAA Chart 14860



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=6



(Selected Excerpts from Coast Pilot)

Lake Huron is the second largest of the **Great Lakes**. Three large bays extend from the main body of the lake, **Saginaw Bay** on the W side and **North Channel** and **Georgian Bay** on the NE side. The lake receives the waters of **Lake Michigan** through the **Straits of Mackinac** and those of **Lake Superior** from the **St. Marys River**. The lake discharges at its S end into **St. Clair River** at **Fort Gratiot**. The lake is a connecting link in the Great Lakes chain.

The depth of water in **St. Marys River**, **St. Clair River**, and **Detroit River** governs the draft of vessels navigating Lake Huron to and from **Lakes Superior and Erie**.

Vessel Traffic Service.—The Canadian Coast Guard operates a Vessel Traffic Service in Canadian waters from Long Point in Lake Erie through the Detroit and St. Clair Rivers to De Tour Reef Light in Lake Huron. Dense fog plagues the mariner most often in spring and early summer over the open lake waters. From April into July visibilities drop below 0.5 mile up to 11 percent of the time. May and June are the worst times, and the cold, central waters are the most likely place. These fogs are usually the result of warm air moving across the lake that is still cold from the previous winter season. They often come on winds with a southerly component; but NW, NE, and E winds also bring them. Fog is most prevalent and thickest during the morning hours. Rain, blowing snow and low clouds also reduce visibilities, particularly from late fall through early spring.

Fluctuations of water level.—The normal elevation of the lake surface varies irregularly from year to year. During the course of each year, the surface is subject to a consistent seasonal rise and fall, the lowest stages prevailing during the winter and the highest during the summer.

Ice.—The central part of Lake Huron is mainly an open water area, but drifting patches of thin ice may be present from early February until mid-March. These patches drift S toward the St. Clair River. An ice bridge forms across the head of the river. Ice accumulates to a depth of 12 to 18 inches above the ice bridge; the bridge itself achieves a much greater thickness. The ice bridge is occasionally broken by high winds.

Caution.—A wreck covered 29 feet is west of the trackline about 10.5 miles 018° from Fort Gratiot Light in about 43°09.2'N., 82°21.5'W. Upbound vessels from Cove Island to De Tour Passage from a position abreast of **O'Brien Patch Lighted**

Bell Buoy TC shall lay a course of **284°** for 61.5 miles to a position 6 miles **194°** from Great Duck Island Light; then steer **300°** for 48 miles to a position 3 miles **137°** from De Tour Light; then steer **317°** for 3 miles to a point 0.75 miles **128°** from De Tour Reef Light.

It is understood that masters may exercise discretion in departing from these courses when ice and weather conditions are such as to warrant it. The recommended courses are shown on chart 14860, Lake Huron. It is recommended that the following limit of anchorage be observed in Lake Huron off De Tour Light so that vessels may enter or leave De Tour Passage in time of congestion due to fog or other conditions: No vessel to anchor east of a bearing on De Tour Light of **340°**, or closer than 0.75 mile to the light or north of the De Tour Martin Reef course.

Pilotage.—The waters of Lake Huron in the approach to St. Clair River south of 43°05'30"N. are Great Lakes designated waters; registered vessels of the United States and foreign vessels are required to have in their service a United States or Canadian registered pilot. The remaining waters of Lake Huron are Great Lakes undesignated waters; the above vessels are required to have in their service a United States or Canadian registered pilot or other officer qualified for Great Lakes undesignated waters. Registered pilots for St. Clair River are supplied by Lakes Pilots Association, and for Lake Huron by Western Great Lakes Pilots Association (See Appendix A for addresses.) Pilot exchange points are off Port Huron at the head of St. Clair River in about 43°05'30"N., 82°24'42"W. and at De Tour, MI, at the entrance to St. Marys River. (See Pilotage, chapter 3, and **46 CFR 401**, chapter 2.)

Principal ports.—The principal ports on Lake Huron are Bay City and Saginaw in the Saginaw River and Cheboygan. Private docks for deep-draft vessels are also at Alabaster, Port Gypsum, Alpena, Rockport, Stoneroot, Calcite, and Port Dolomite.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

Table of Selected Chart Notes

Corrected through NM Jun. 25/05
Corrected through LNM Jun. 14/05

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Alpena,MI	KIG-83	162.55 MHz
Clio,MI	KIH-29	162.40 MHz
Sault Ste Marie,MI	KIG-74	162.55 MHz
Gaylord,MI	WWF-70	162.50 MHz

UN

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE B

Mariners are cautioned against anchoring, dredging, or trawling in the area due to the possible existence of unexploded ordnance.

MANUAL FOG SIGNAL

Fog signal is activated by keying radio mike, channel 19 VHF (156.950 MHz), 5 times within 5 seconds. Horn will stay active for 30 minutes.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.



Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Guard Pilot 6 and the U.S. and Canadian Notice to Mariners.

SAILING DIRECTIONS: Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U. S. Coast Guard and Canadian authorities.

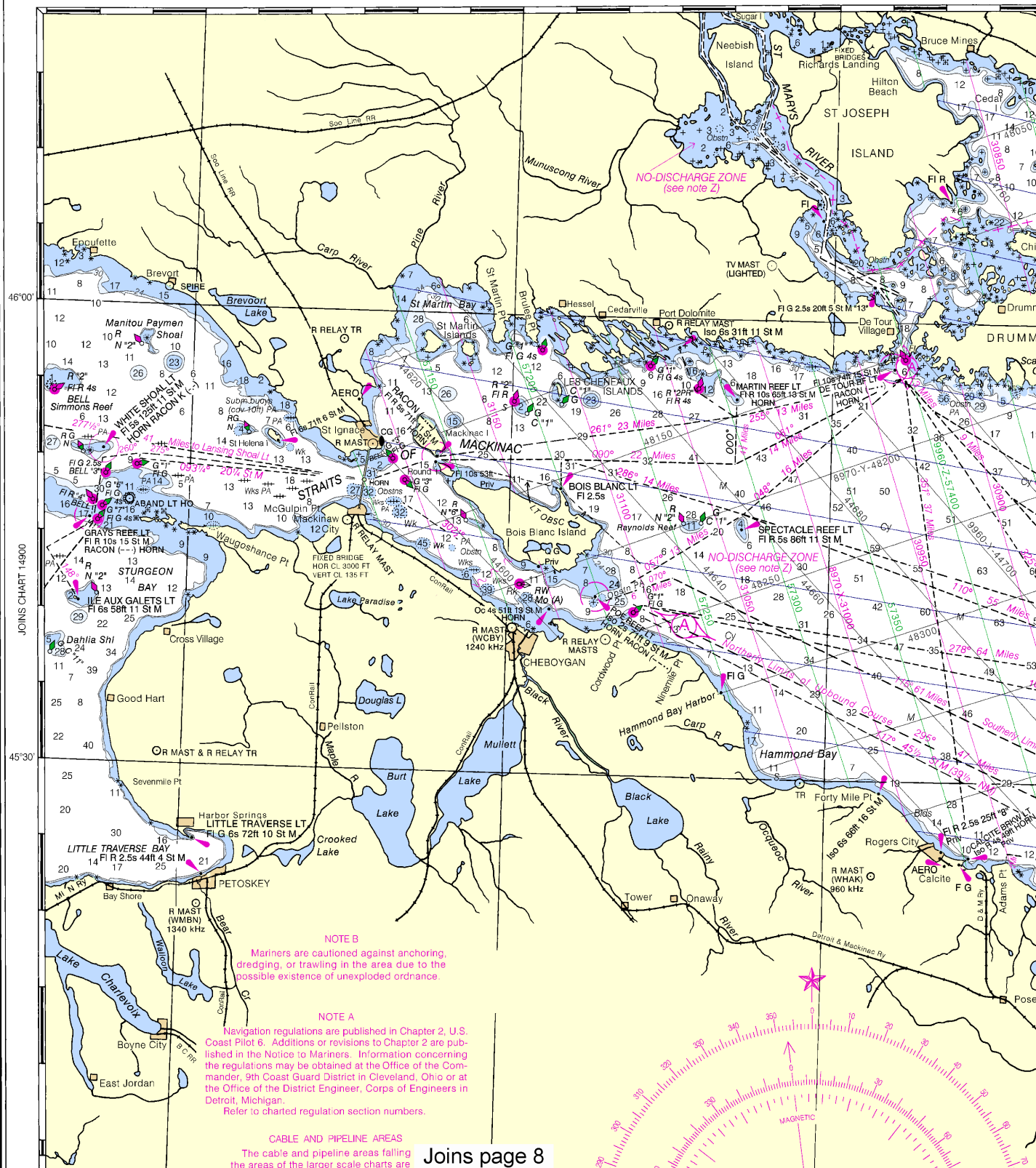
SYMBOLS AND ABBREVIATIONS: For complete list of symbols and abbreviations see Chart No. 1.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

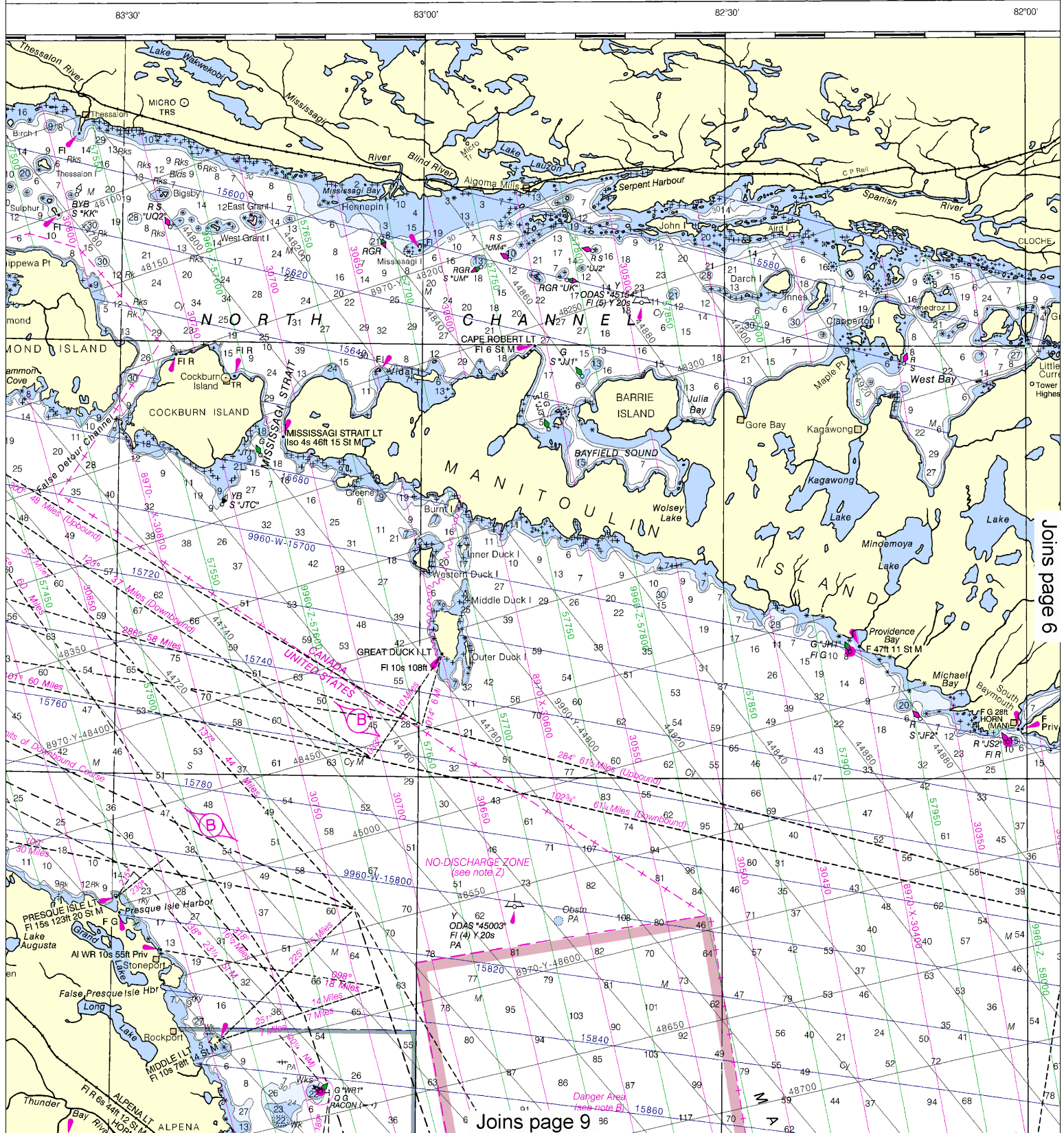
OMISSION OF DETAIL. Owing to the small scale many aids to navigation, depths, contours and topographic features have been omitted. For detail consult Coast and Harbor Charts.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

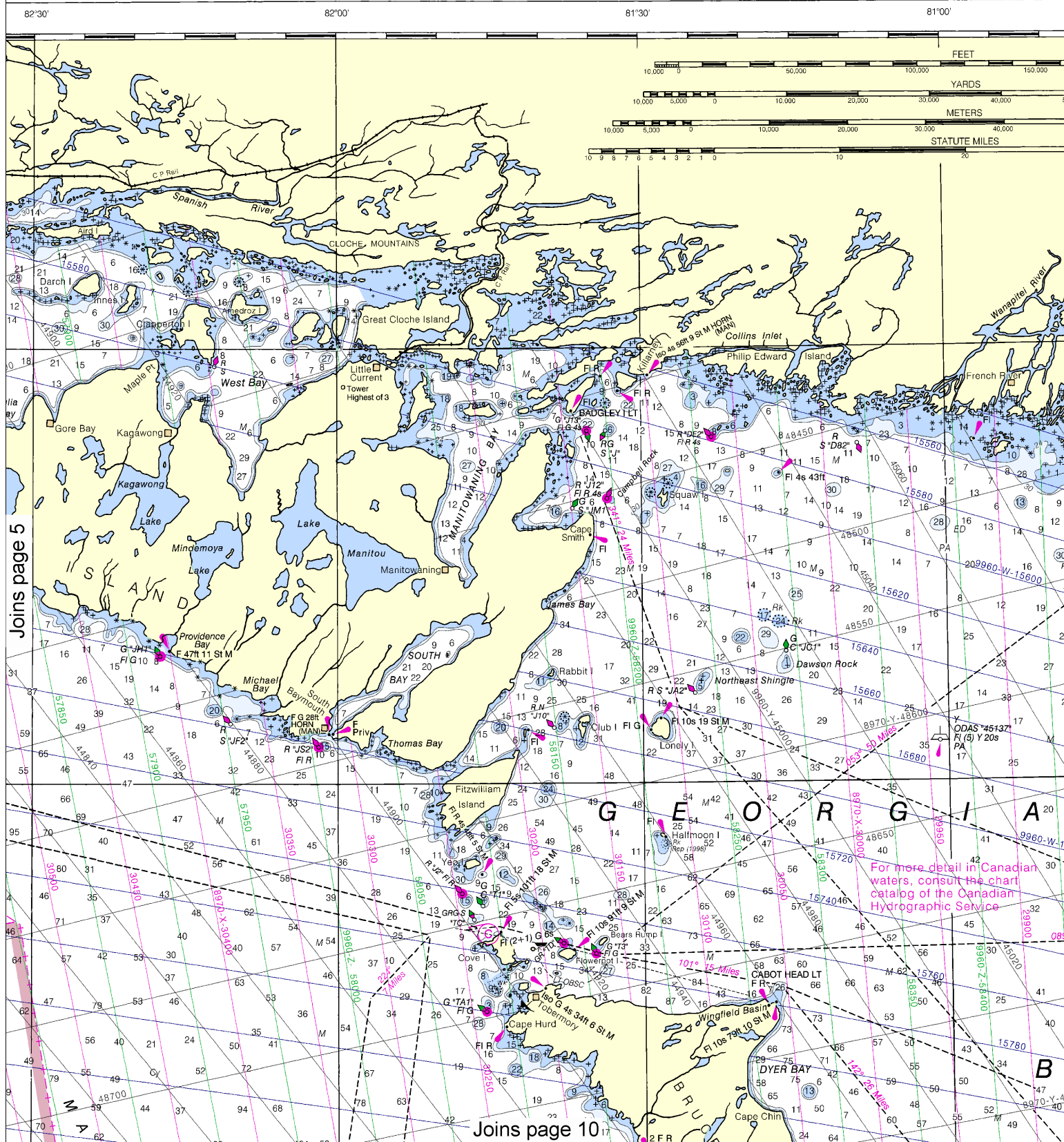
AIDS TO NAVIGATION: Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.



Note: Chart grid lines are aligned with true north.

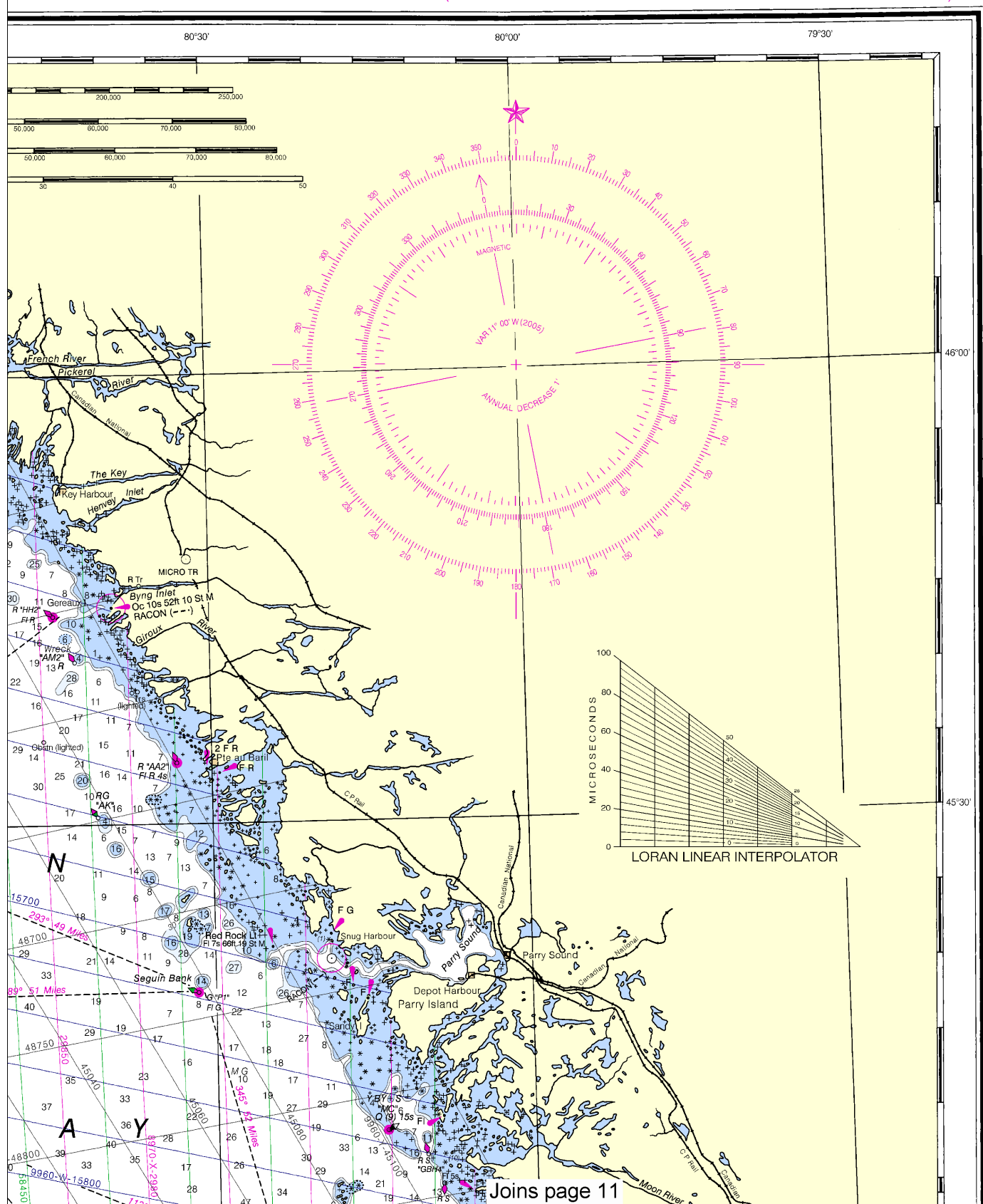


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:666667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FEET AND FATHOMS

(SOUNDINGS IN FEET IN BLUE TINT AREAS AND IN FATHOMS ELSEWHERE)



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5012 12/11/2012,
 NGA Weekly Notice to Mariners: 5012 12/15/2012,
 Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.

NOTE B
Mariners are cautioned against anchoring, dredging, or trawling in the area due to the possible existence of unexploded ordnance.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.
Refer to charted regulation section numbers.

CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
8970.....89,700 Microseconds
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9960-Y

RATES ON THIS CHART

8970-X 8970-Y
9960-W 9960-Y 9960-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

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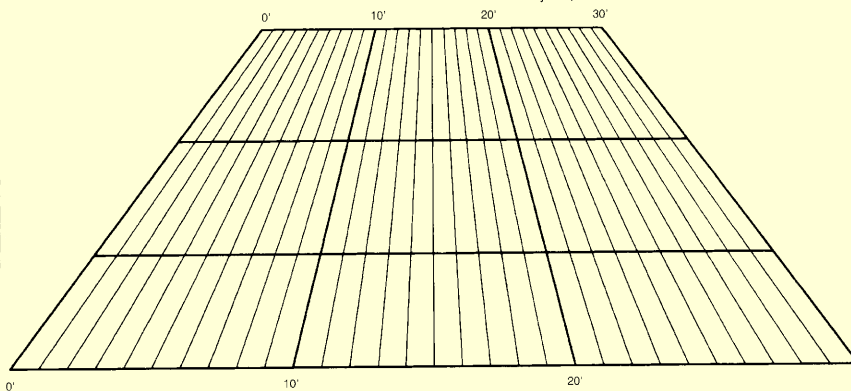
CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

----- Pipeline Area
~~~~~ Cable Area

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Covered wells may be marked by lighted or unlighted buoys.



Latitude and Longitude Plotting Interpolator

### LAKE MICHIGAN - HURON

| JAN. | FEB. | MAR. | APR. | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. |
|------|------|------|------|-----|------|------|------|-------|------|------|------|
| +5   |      |      |      |     |      |      |      |       |      |      |      |

**NOTE Z**  
NO-DISCHARGE ZONE, 40 CFR 140

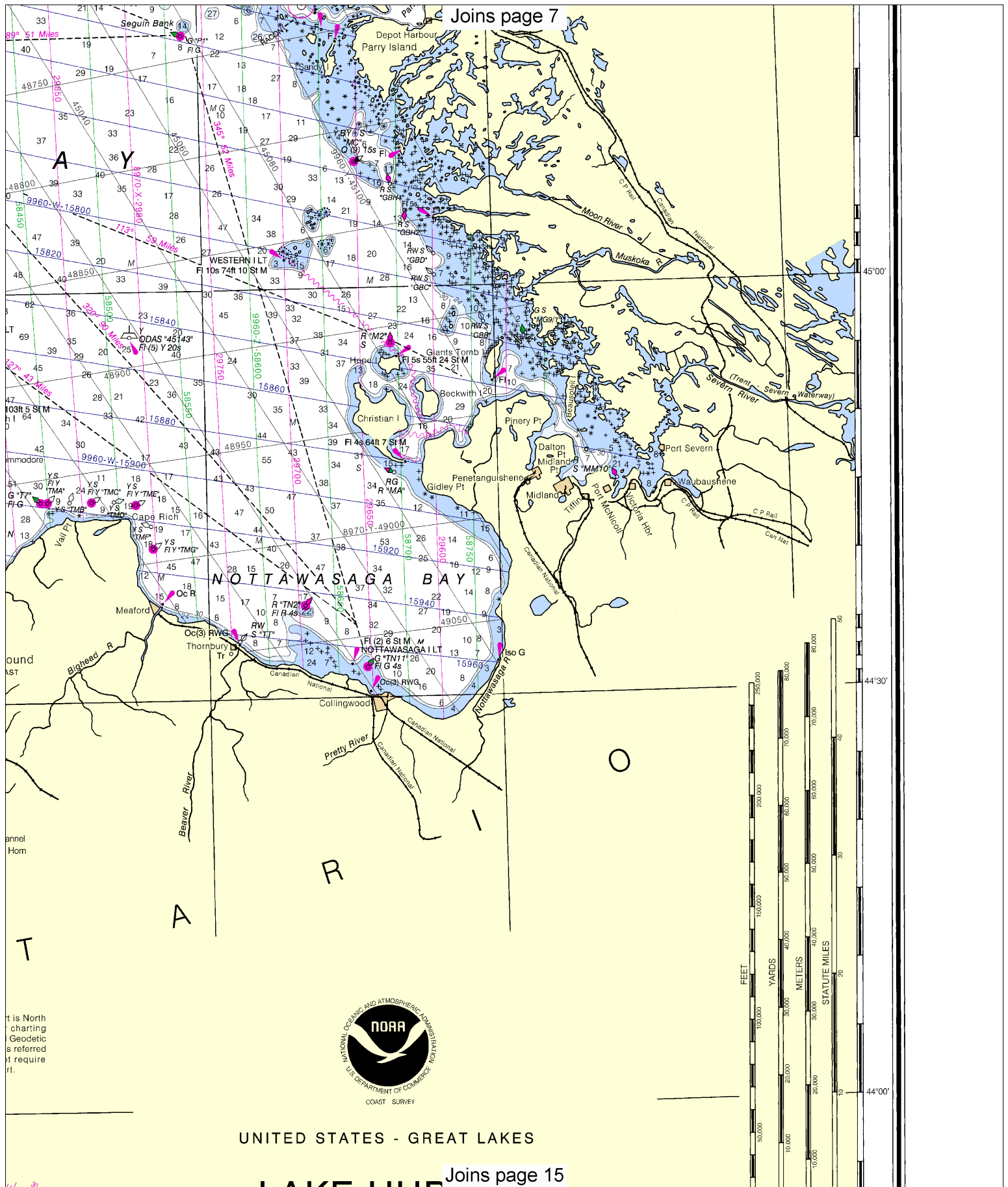
lakes Michigan, Huron, Superior, Erie  
rivers connected thereto, and all





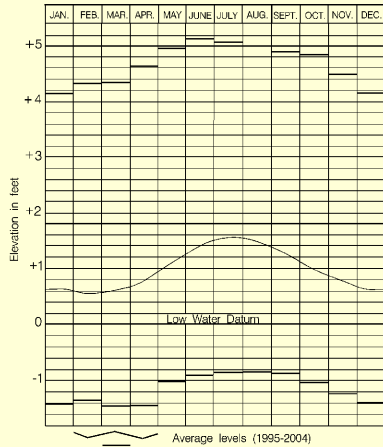






Latitude and Longitude Plotting Interpolator

LAKE MICHIGAN - HURON



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE Z

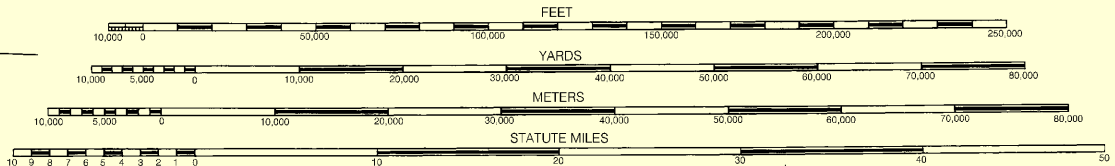
NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html).

M I C H

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)



36th Ed., Jun./05 ■ Corrected through NM Jun. 25/05  
Corrected through LNM Jun. 14/05

14860

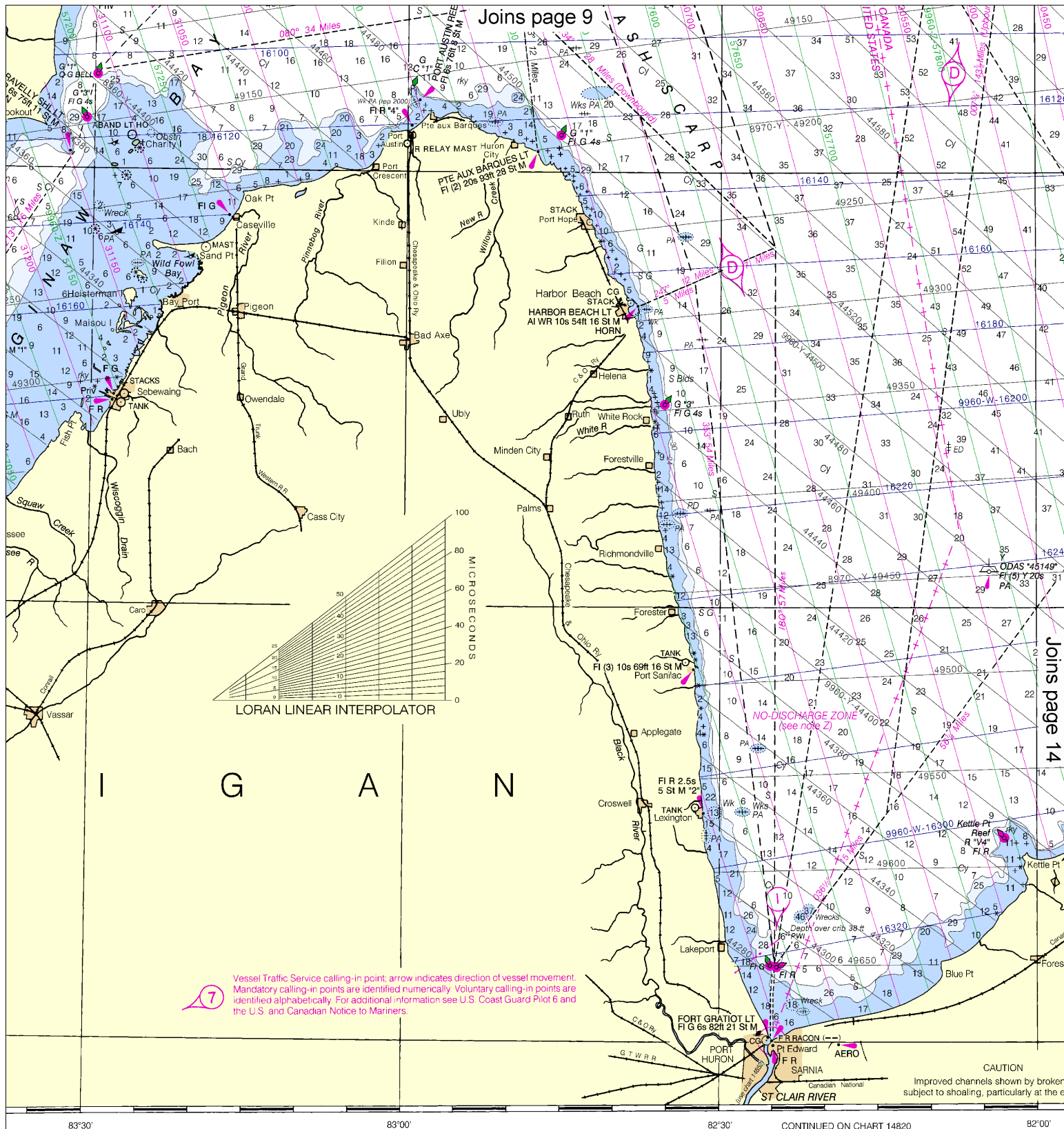
LORAN-C OVERPRINTED

CAUTION

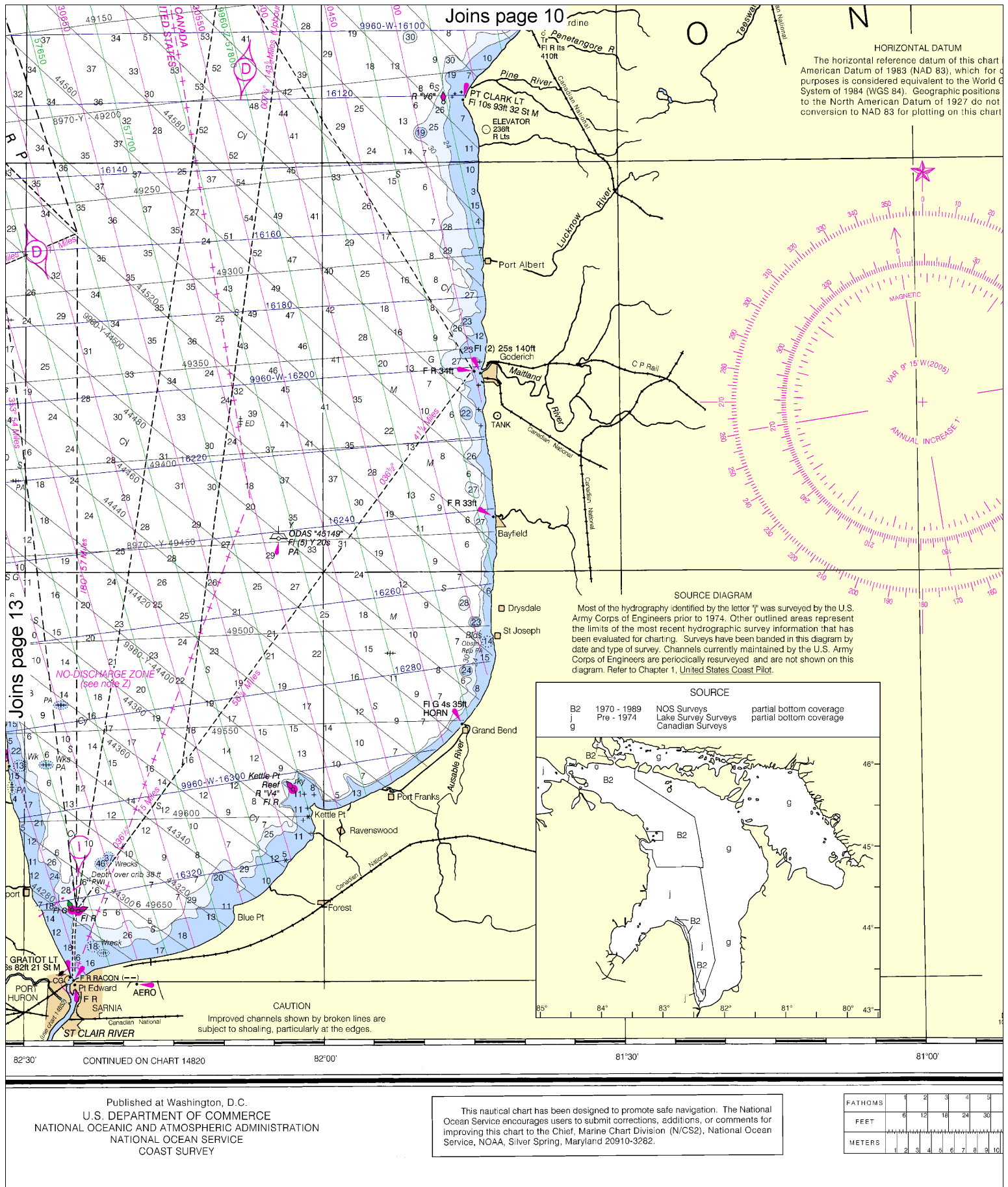
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN F  
(SOUNDINGS IN FEET IN BLUE TINT)





**FEET AND FATHOMS**  
(NT AREAS AND IN FATHOMS ELSEWHERE)



|         |   |    |    |    |    |
|---------|---|----|----|----|----|
| FATHOMS | 1 | 2  | 3  | 4  | 5  |
| FEET    | 6 | 12 | 18 | 24 | 30 |
| METERS  | 1 | 2  | 3  | 4  | 5  |



It is North  
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UNITED STATES - GREAT LAKES

# LAKE HURON

Polyconic Projection  
Scale 1:500,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET IN BLUE AREAS AND IN FATHOMS ELSEWHERE

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U. S. Coast Guard and Canadian authorities.

OMISSION OF DETAIL. Owing to the small scale many aids to navigation, depths, contours and topographic features have been omitted. For detail consult Coast and Harbor Charts.

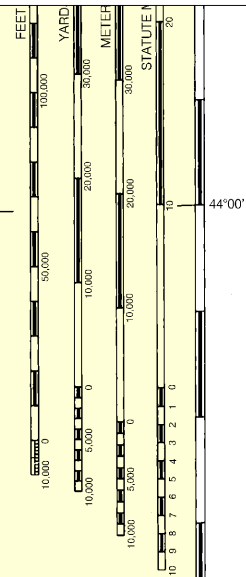
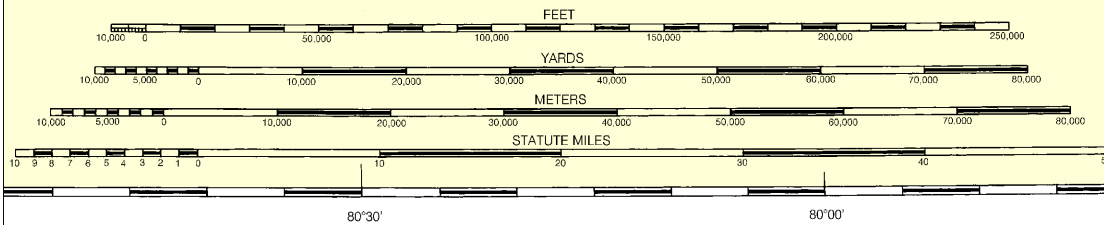
## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

## PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.



|    |    |    |    |    |    |    |    |    |    |    |     |
|----|----|----|----|----|----|----|----|----|----|----|-----|
| 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |
| 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| 0  | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11  |

Lake Huron

SOUNDINGS IN FEET AND FATHOMS - SCALE 1:500,000

14860

LORAN-C OVERPRINTED



ED NO. 36



NSN 7642014010578  
NGA REFERENCE NO. 14XCO14860



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

|                                                 |   |                                                                                                                                                   |
|-------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Nautical chart related products and information | — | <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>                                                               |
| Online chart viewer                             | — | <a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>             |
| Report a chart discrepancy                      | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>                               |
| Chart and chart related inquiries and comments  | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a> |
| Chart updates (LNM and NM corrections)          | — | <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>               |
| Coast Pilot online                              | — | <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>                         |
| Tides and Currents                              | — | <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>                                                                   |
| Marine Forecasts                                | — | <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>                                               |
| National Data Buoy Center                       | — | <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>                                                                                 |
| NowCoast web portal for coastal conditions      | — | <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>                                                                         |
| National Weather Service                        | — | <a href="http://www.weather.gov/">http://www.weather.gov/</a>                                                                                     |
| National Hurricane Center                       | — | <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>                                                                                   |
| Pacific Tsunami Warning Center                  | — | <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>                                                                                   |
| Contact Us                                      | — | <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>                           |



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NOAA's Office of Coast Survey



The Nation's Chartmaker